

ADVANTAGES OF THE  
NICARAUGA CANAL

Some of the Benefits Which Would Follow Its  
Completion.

AN ARTICLE BY WARNER MILLER

Written Last Year Is of Interest at Present Time---The Defenceless Con-  
dition of Our Pacific Coast Renders the Canal Almost Indispensible  
If We Should Be Attacked by an Oriental Nation.

The advantages of the Nicaragua Canal are becoming each day more apparent and the following article, written by Honorable Warner Miller, in September of last year, will be of interest at this time:

Interest in the building of the Nicaragua Canal has been renewed and greatly increased by recent events connected with the foreign affairs of our government.

The certain annexation of Hawaii and the persistent objections of Japan thereto, have called attention to the defenceless condition of our Pacific coast line, and our great interests in the growing commerce of the Orient. It is now seen that we have almost no defences on land upon the Pacific coast and very few first-class vessels of war there. Whilst we do not anticipate or fear attacks from any of the Oriental nations, every thoughtful person realizes the fact that in order to maintain our rights in the Pacific and command the respect of those peoples, we must be at all times thoroughly prepared to defend our coasts and our commerce.

Secretary Tracy said in one of his annual reports, speaking upon this question, that we must either build the Nicaragua Canal or have two navies, one for the Atlantic and one for the Pacific. It would be much cheaper to build and maintain a canal than to double the size of our navy. A large navy, built at great expense and maintained by large annual appropriations would undoubtedly protect our coast and preserve peace, but it would add little if anything to our foreign commerce, or the profits which would come to us from an increased foreign trade.

There are very few vessels in our navy that can make the voyage around Cape Horn without stopping at intermediate ports for coal, and the time required

for the trip would prevent our ever being able to ward off a threatened attack. Needs of a canal as a means of a defense of our position upon the Pacific Ocean are sufficient to warrant its construction by the government, laying aside all questions in regard to its great commercial value. But the canal needed for purposes of commerce and the development of our Pacific States rather than for the single purpose of protection in time of war.

Today we are seeking for foreign markets for our surplus products. Whilst Europe will always require a large amount of our food product, we cannot hope to find customers there for our manufacturers. Markets for the product of our mills and mines must be found in South America and in the nations surrounding the Pacific ocean. In seeking these markets we are handicapped today by the fact that we are much further away from them than are European nations who command the trade of the Pacific today through the Suez Canal.

Commerce today is largely controlled by the means of transportation and time required for the carrying of any product to its market. The wheat of the Pacific coast of the United States finds its chief market in Europe and is carried there in sailing vessels around Cape Horn, a distance of between 15,000 and 16,000 miles, or more than one-half the circumference of the globe and requiring upon an average 120 days for the voyage. By the Nicaragua Canal the distance would be reduced one-half and by the use of steam vessels time would be reduced to not more than twenty days. The wheat of India reaches Europe through the Suez Canal in steam vessels and requires the same time as would be required between San Francisco and Liverpool if the canal were open. The sailing distance be-

possible moment under American ownership.

At the beginning of this discussion three questions present themselves. They are:

First. Is the canal through Nicaragua feasible?

Second. What will be the cost of the canal?

Third. Will it attract commerce enough to make it a profitable investment of capital?

As to its feasibility, the concurrent judgment of the leading engineers of the world who have examined it, is that there are no insurmountable physical possibilities to be overcome.

The distance from the Atlantic to the Pacific by the route proposed is 19 1/4 miles. Of this distance only 26 1/2 miles is canal proper, the remaining distance is free navigation through the San Juan river and Lake Nicaragua. Lake Nicaragua is the key of the situation and renders the canal possible. It is at the summit 110 feet above the ocean, it is 100 miles long and 60 miles wide, and deep enough for the largest vessel afloat. It will furnish an abundance of water for operating the locks. In short, it is the only place on the isthmus where water is found at the summit in quantities sufficient to make a canal possible. The harbor at Greytown, the eastern terminus of the canal was thirty years ago a deep and safe harbor, but through neglect and other causes it has been closed by a bar at the entrance. There is no possible doubt of the feasibility of removing the bar and restoring the harbor. During the past ten years our engineers have made great progress in the matter of opening and deepening our harbors and no one familiar with this question will for a moment doubt the possibility of our engineers to open the harbor at Greytown and to create a perfectly safe harbor at Brito, on the Pacific, which is the western terminus of the canal.

As to the cost of the undertaking. Careful estimates by competent engineers have fixed the cost at about \$100,000,000. This estimate is based upon the quantities of rock and earth which are to be removed and the locks and dams and harbor work which are necessary. Since these estimates were made, improvements in dredging and excavating machinery have been very great, and have reduced the cost of similar work in the United States over 30 per cent. from what it was ten years ago. If, however, the cost of the canal should for any reason be increased to \$150,000,000, it would then be the cheapest work of the kind ever executed, and would return a large profit upon the expenditure. The Suez Canal, which cost about \$100,000,000, has been paying for a long time over 18 to 20 per cent. dividends annually, and its stock today is quoted in Paris between 700 and 800 per cent. premium.

As to the revenue to be derived from the Nicaragua Canal when constructed. Careful estimates by competent parties have fixed the tonnage that would pass through it at the beginning at not less than 4,000,000 tons annually, and that within ten years from its opening its tonnage would be not less than three times that amount. The tonnage of the Suez Canal has been for a number of years over 12,000,000 tons per annum, although the canal is closed one-third of the year by ice, and it carries the commerce only to and from Lake Superior, whereas, the Nicaragua Canal would to a large extent control the commerce of the Pacific ocean.

A great English engineer, writing of this, said that the Nicaragua Canal is the key to the Pacific, and that its benefits to

the United States are beyond computation. The question now before the American people is, shall this project be rapidly pushed to conclusion under American ownership, or shall it be given up to the capitalists of Europe? To this question I believe there can be but one answer. The Nicaragua Canal must be an American canal, built and owned by the American people.

WARNER MILLER.

RUM AND COCOANUT MILK.

Combination Which Events at Santiago May Render Popular Soon.

From the New York Sun.

"From the fact that it has not been mentioned in dispatches from the front, I should judge that our troops on the south coast of Cuba have not yet been introduced to Santiago rum," said a man who has frequently visited Cuba. "It is the cheapest and best drink that I know of in the tropics, and I shall be very much surprised if it does not become popular in New York after the war. Santiago rum costs about a third as much as cheap whisky and is exceedingly smooth. The best drink that I know of for a warm climate is Santiago rum and fresh coconut milk. I never have been able to get fresh coconut milk here, and I suppose that New Yorkers who do not go to a coconut country can never know the delights of this mixture. The milk when fresh is almost as colorless as water, and when a little rum is added to it the combination beats a gin rickey, even though it may not be cooled by ice."

"You will find that all the small passenger steamers which sail down through the West Indies are well supplied with Santiago rum, but the demand for it is almost exclusively from men who have become familiar with its merits by living in a tropical climate. Whisky and brandy, although the latter is a very popular drink all through the tropics, are exceedingly dangerous, and one's very much better off without them. At one South American port where I used to call regularly the favorite drink was vermouth straight. A large proportion of the population was French, and every afternoon the men and women would drive out to the roadside cafes and sip vermouth. It was served in a tall, thin glass, which was half filled with ice. The ice made it expensive."

The Balloon Under Fire

From the Springfield Republican.

The balloon, propelled by a strong rope 1,000 feet in length and held by eighteen men, was being carried all over the field, and the movement of the troops was directed from it until it was finally shot to pieces at about 12 o'clock. A telegraph wire connected the basket of the balloon with the ground, and observations were transmitted in that manner to the officers below. Finally a point that is now known as Hell's Crossing was reached by the balloon men, and a scathing fire was poured into the inflating bag. Three shells from a shrapnel battery tore great holes in it and showers of bullets made it resemble a large sieve. Remarkable is the fact that the three men in the basket at the time it was

destroyed escaped with but one slight injury. They were Colonel Drew, chief of engineers on General Shafter's staff; Major J. E. Masfield, of the signal corps, and Sergeant Thomas C. Boone, detached from Co. K of the Second Massachusetts Volunteers as telegrapher in the balloon detachment. Three of the men holding the rope on the ground were wounded. The balloon was finally landed in the middle of a stream waist-deep just as the First and Tenth regiments of cavalry (dismounted) were charging a Spanish ambush in a field of wild corn on the west side of the stream, which, for the terrible slaughter there, is known as Hell's Crossing.

The Agile Malarial Fever Germ

From Nature.

The cause of malarial or intermittent fevers, according to the latest discoveries, is curious. They are due, in the first instance, to the presence of protozoa, small amoeboid parasites, which infect the red corpuscles of the blood and practically eat them up. The final stage of this intraglobular existence is that the protozoan, or plasmodium, splits up and produces a number of spores, which get free in the blood and are carried by it to the various organs, especially the spleen. In these they develop into amoeboid plasmodia, which once more invade the red corpuscles and repeat the cycle of destruction. The interesting point is that the sporulation, or the breaking up of the plasmodia, is the cause of, or at least is coincident with, the occurrence of the intermittent paroxysms, which are characteristic of this class of fever. There are different kinds of organism, and, according to the period of their growth and sporulation, the fever is either quartan, tertian or quotidian. The regularity of the paroxysms, which used to be a puzzle, is thus lucidly explained, and the importance of the discovery lies in the fact that microscopic examination of the blood tells which form of ague is present, and enables quinine to be applied at the critical periods when its action is most efficient. As for the methods of infection, the details of the theory that mosquitoes are the principal agents, are being worked out on behalf of the Indian government by Dr. Ronald Ross.

HIGH LIGHTS.

From the Chicago Record.

One variety of joy is the discovery that your last nickel is a quarter.

No man ever believes that a woman in a white frock can be anything but angelic.

The young man can't hide his egotism any more than he can hide his mustache.

Some people go away to rest and take with them other people who make them tired.

The summer girl looks happy, but the cow standing knee-deep in a pool looks happier.

Society needs protection from people who talk about books which other people have not read.

Some men go home on a hot day and quarrel with their wives because they look comfortable.

You can tell by looking at some women that they would make blackberry jam in flytime without a cover on the kettle.



MONDAY MORNING, AUGUST 1, IS THE BEGINNING OF THE END

Last Month of Summer Is Here!

Sweeping Reductions Are in Force!

We Must Make Room for New Fall Goods!

Summer Sales....

Figured India dimities, yard.....4 1/2c

A good bleached cotton flannel.....5 1/2c

Big lot Japanese fans.....5c

At shirting chevots.....7c

Colored crochet bed spreads, full size, knotted fringe, for.....75c

Ladies' \$3.50 fancy Silk Parasols for.....\$1.98

Infants' all-wool flannel wrappers, worth double, at.....75c and 98c

A splendid black satinette petticoat for.....98c and \$1.00

A heavy twill figured duck, dark color grounds, 15c grade; our price.....9c

A new and elegant line of figured Persian dimities in the dainty shades, per yard.....10c

A line of fine Madras and Scotch zephyr, puff ties, for the ladies, now.....19c

One lot J. B. summer corsets; one lot the 1-dollar kind (long and short models).....69c

Full ten yards around and full length mosquito bars, ready to hang.....98c

300 remnants of Figured Lawns, Organdies, Etc., at HALF PRICE.

You can read and ponder over the interesting news here given while discussing your breakfast this morning. Preparations have been made for a very large attendance of buyers and for the expediting of sales; so there'll be no waiting, no matter how large the crowds.

WOOLENS! BLANKETS! UNDERWEAR! ETC

Children's underwear—drawers and shirts.....25c

Children's underwear—all wool, drawers and shirts, odds.....50c

Ladies' odd pieces, drawers, shirts and union suits, part wool—per garment.....49c

Ladies' all-wool garments, union suits, drawers and shirts, broken sizes, values up to \$2.50 at.....98c and \$1.25

Men's natural drawers and shirts—each.....43c

Men's odd drawers and shirts, fine wool, for.....98c

Ladies' tailor-made woolen suits in blue, black and brown, values up to \$10.00, for.....\$4.98

Ladies' tailor-made woolen skirts in blue, black and brown, values up to \$6.50, for.....\$3.50

Ladies' fancy figured woolen skirts, in blue, black and brown, values up to \$2.00, for......98

Ladies' splendid night gown, full cut, ruffled and tucked, 75c value, now.....49c

Ladies' new salors, some values as high as \$1.50; choice.....50c

Lot No. 105, J. B. summer corsets, came in sample lot corsets, all sizes, long and short models, some houses ask \$1 for them; our price.....59c

50c fine eiderdowns for.....25c

40c fancy eiderdowns for.....19c

A white 25c flannel; our price.....18c

A good 20 ct. white flannel; our price.....15c

A \$1.25 fine white silk warp flannel for.....85c

A very fine, firm, extra wide, \$1.00 white flannel, for.....69c

Lace trimmed ladies chemise.....21c

Men's seamless socks.....5c

Full yd wide 6c fine Sea Island.....3 1/2c

Men's light and dark working shirts, 50c values, for.....25c

Extra heavy crochet bed spreads, the \$1.50 kind, for.....95c

Stripe twill linens for boys' pants.....12 1/2c

Misses' ne French ribbed black seamless hose, pair.....10c

Ladies' fine spun pure silk hose, in colors, value up to \$3 a pair; choice.....98c

Handsomely trimmed ladies' corset covers, should be 75c; our price.....39c

Ladies' umbrella drawers, lawn ruffle and lace trimmed, at almost half price.....35c

Full line new shades crochet cotton—dozen.....45c

Every one who wears large corsets, sizes 30 to 36; they are worth \$1 each; our price.....55c

Extra value in ladies' fine white hemstitched embroidered and plain handkerchiefs 10c and 12 1/2c

Our line of Trunks has no equal in the State. Especially Ladies' fine Trunks.